Maryland Historical Trust

Maryland Inventory of Historic Properties Number: CE-1462.

Name: #1046/ MD 316 over Fork of Big Elk Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended ___X___
Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None	
Comments:_____	
Reviewer, OPS:__Anne E. Bruder_____	Date:__3 April 2001_____
Reviewer, NR Program:_Peter E. Kurtze_____	Date:___3 April 2001_____

MARYLAND INVENTORY OF HISTORIC PROPERTIES **MHT NO. CE-1462**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 7046

LOCATION

Road Name and Number: MD 316 over Branch of Big Elk Creek
City/Town: Elkton X vicinity
County: Cecil

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
__ NR listed district _ NR determined eligible district
__ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name __

DESCRIPTION

Describe the Setting:

Bridge #7046 carries MD 316 over a branch of Big Elk Creek just northeast of the Town of Elkton, on the southern border of Maryland's Piedmont physiographic region. Several houses and a cemetary are located in the immediate area north and south of the bridge. This portion of MD 316 runs in a generally northeast-southwest direction, while the waterway in this location runs in a roughly north-south direction.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

The bridge carries two lanes of traffic over Big Elk Creek. The structure consists of a single span measuring 24'-6" between the abutments; the clear roadway width between parapets is 21'-10". The structure is built of 5 concrete girders and plain concrete abutments, wingwalls, and parapets. The upstream parapet bears an incised panel-type rectangle on its surface; the downstream parapet, a later replacement, is completely smooth. Two utility lines are carried across the bridge: one is located underneath the bridge, and one on the side. Modern metal guardrails flank both approaches to the bridge and are attached to the parapets but do not extend along their interior surfaces. A round U.S. Coast & Geodetic Survey bench mark is located at the north end of the upstream parapet.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

A 1959 inspection report notes a broken rail cap resulting from an automobile collision. One parapet was replaced at an unrecorded date; a new, solid concrete parapet with no additional ornamentation now stands on the downstream side of the bridge; broken pieces of the old parapet are still visible in the stream channel. Approach guardrails are attached to the four corners of the bridge.

HISTORY

When Built: 1931
Why Built: Statewide road improvement programs and local transportation needs
Who Built: Unknown
Who Designed: Standard state specifications
Why Altered: Structural needs/safety
Was this bridge built as part of an organized bridge building campaign?: No

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Road improvements in Cecil County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Bridge #7046 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

No this bridge is not a significant example of its type. Many of its character-defining elements exist in a deteriorated or repaired state.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No, this bridge does not retain integrity of its character-defining elements. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. The bridge has undergone extensive repairs to its parapets.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the State Roads Commission.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not be given further study.

BIBLIOGRAPHY

Spero, P.A. C. & Company and Louis Berger & Associates
1994 *Historic Bridges in Maryland: Historic Context Report.* Maryland State Highway Administration, Baltimore.

State Highway Administration
Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

As-Built Drawings. On file 707 North Calvert Street, Baltimore.

State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. CE-1462

SURVEYOR INFORMATION

Name: Gabrielle M. Lanier/Steven Linhart
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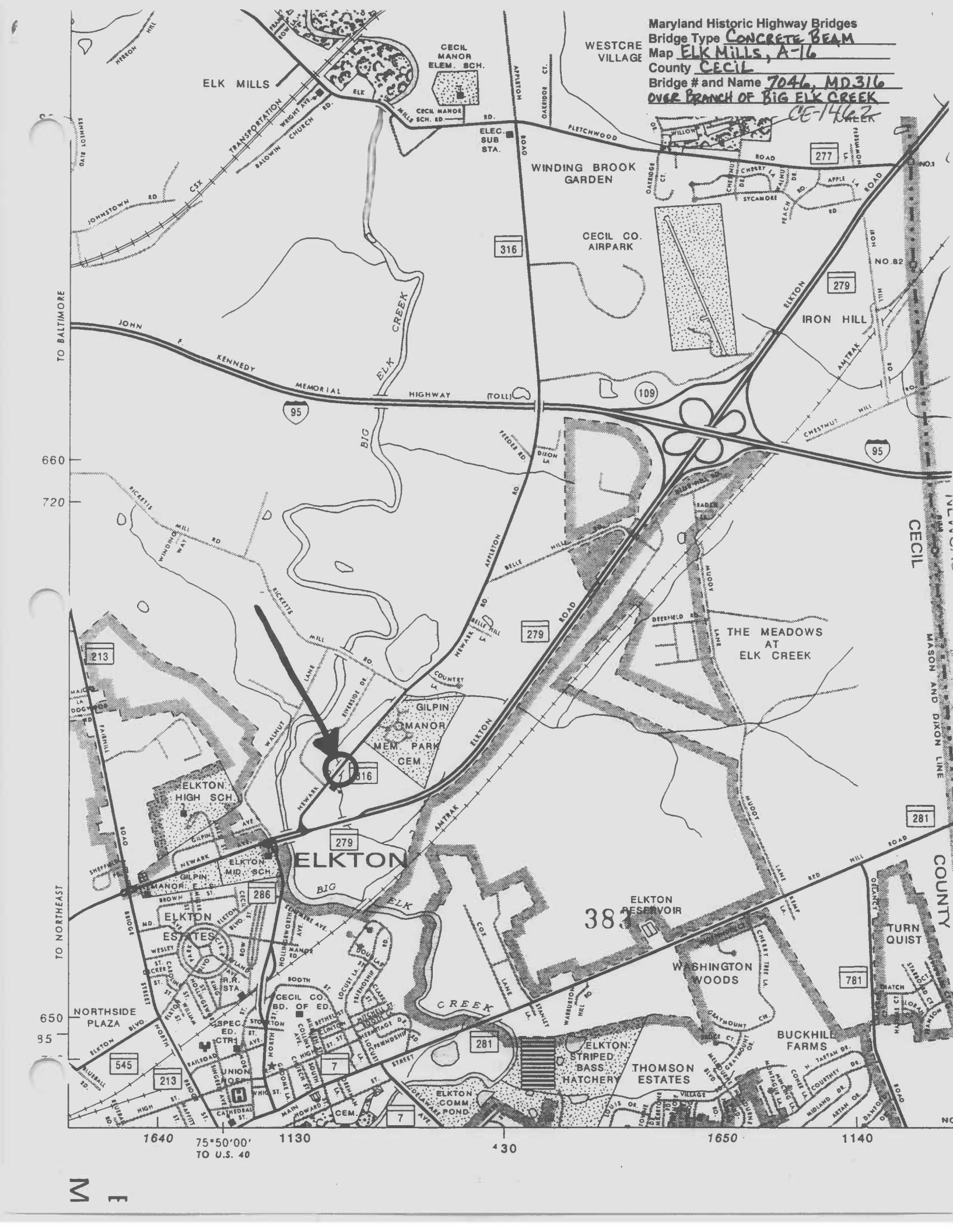
Date: 13 May 1996
Telephone: (717) 691-1340


Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map ELK MILLS, A-16
County CECIL
Bridge # and Name 7046, MD.316
OVER BRANCH OF BIG ELK CREEK
CE-1462
ELK MILLS
CECIL MANOR ELEM. SCH.
CECIL MANOR SCH. RD.
ELEC. SUB STA.
WESTCRE VILLAGE
WINDING BROOK GARDEN
FLETCHWOOD ROAD
277
CECIL CO. AIRPARK
316
279
IRON HILL
ELKTON
JOHN F. KENNEDY MEMORIAL HIGHWAY (TOLL)
95
109
TO BALTIMORE
BIG ELK CREEK
APPLETON ROAD
THE MEADOWS AT ELK CREEK
GILPIN MANOR MEM. PARK CEM.
ELKTON HIGH SCH.
ELKTON MID. SCH.
ELKTON ESTATES
ELKTON RESERVOIR
WASHINGTON WOODS
TURN QUIST
BUCKHILL FARMS
NORTHSIDE PLAZA
CECIL CO. BD. OF ED.
SPEC. ED. CTR.
UNION HOSE
ELKTON STRIPED BASS HATCHERY
THOMSON ESTATES
ELKTON COMM. POND
CEM.
CECIL COUNTY
MASON AND DIXON LINE
TO NORTHEAST
75°50'00" TO U.S. 40
1640
1130
430
1650
1140
660
720
650
385

CE-1462
CECIL COUNTY, MD
MATT HURLEY
FEB 17 1995
~~MARYLAND SHPO~~ SHA
BRIDGE NO 7046
LOOKING NORTH, SOUTH APPROACH
1 OF 6

CE- 1462
CECIL COUNTY, MD
MATT HURLEY
FEB 17 1995
~~MARYLAND SHPO~~ SHA
BRIDGE NO 7046
LOOKING UPSTREAM
2 OF 6

CE-1462
CECIL COUNTY, MD
MATT HURLEY
FEB 17 1995
~~MARYLAND SHPO~~ SHA
BRIDGE NO 7046
OLD STRUCTURE IN WATER
3 OF 6

CE-1462
CECIL COUNTY, MD
MATT HURLEY
FEB 17 1995
~~MARYLAND SHPO~~ SHA
BRIDGE NO 7046
LOOKING SOUTH, NORTH APPROACH
1 OF 6


U.S. COAST & GEODETIC SURVEY
ABOVE MEAN SEA LEVEL
BENCH MARK

CE-1462

CECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO 7046

SURVEY BENCH MARK, UPSTREAM PARAPET, NORTH END

5 OF 6

CE-1462
CECIL COUNTY, MD
MATT HURLEY
FEB 17 1995
~~MARYLAND SHPO~~ SHA
BRIDGE NO 0246
UPSTREAM SIDE OF BRIDGE
6 OF 6

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge 7046/Big Elk Creek Survey Number: CE-1462

Project: Bridge Rehab Agency: SHA

Site visit by MHT Staff: _X_ no ___ yes Name _____ Date _____

Eligibility recommended _____ Eligibility **not** recommended _X_

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

Bridge 7046 which carries MD 316 over a branch of Big Elk Creek near Elkton in Cecil County, MD was included in the Historic Bridge Inventory conducted by SHA and MHT. The bridge was determined not eligible for listing in the National Register of Historic Places by the interagency bridge committee because it does not retain integrity of charcter-defining elements.

The bridge which carries two lanes of traffic, consists of a single-span concrete beam structure constructed in 1931. The structure is built of five concrete girders and plain concrete abutments, wingwalls, and parapets. A new, sold concrete parapet with no ornamentation stands on the downstream side of the bridge; broken pieces of the old parapet were still visible in the stream channel at the time of the survey. The bridge was built as rt of the Statewide road improvement program, by State Roads Commission (assumed).

Based upon the survey findings, the bridge does not retain adequate integrity to qualify for listing on the Register. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers and wingwalls. The bridge has undergone extensive repairs to its parapets.

Documentation on the property/district is presented in: Bridge Inventory Notebooks in Review and Compliance Files.

Prepared by: Stephen Linhart/Gabrielle M. Lanier

Kimberly Prothro Williams — July 2, 1997
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

Peter E. Fuchs — 7/10/97
Reviewer, NR program — Date

Survey No. CE-1462

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

X	Eastern Shore	(all Eastern Shore counties, and Cecil)
	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

	Paleo-Indian	10000-7500 B.C.
	Early Archaic	7500-6000 B.C.
	Middle Archaic	6000-4000 B.C.
	Late Archaic	4000-2000 B.C.
	Early Woodland	2000-500 B.C.
	Middle Woodland	500 B.C. - A.D. 900
	Late Woodland/Archaic	A.D. 900-1600
	Contact and Settlement	A.D. 1570-1750
	Rural Agrarian Intensification	A.D. 1680-1815
	Agricultural-Industrial Transition	A.D. 1815-1870
	Industrial/Urban Dominance	A.D. 1870-1930
X	Modern Period	A.D. 1930-Present
	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

	Subsistence
	Settlement
	Political
	Demographic
	Religion
	Technology
	Environmental Adaptation

IV. Historic Period Themes:

	Agriculture
	Architecture, Landscape Architecture, and Community Planning
	Economic (Commercial and Industrial)
	Government/Law
	Military
	Religion
	Social/Educational/Cultural
X	Transportation

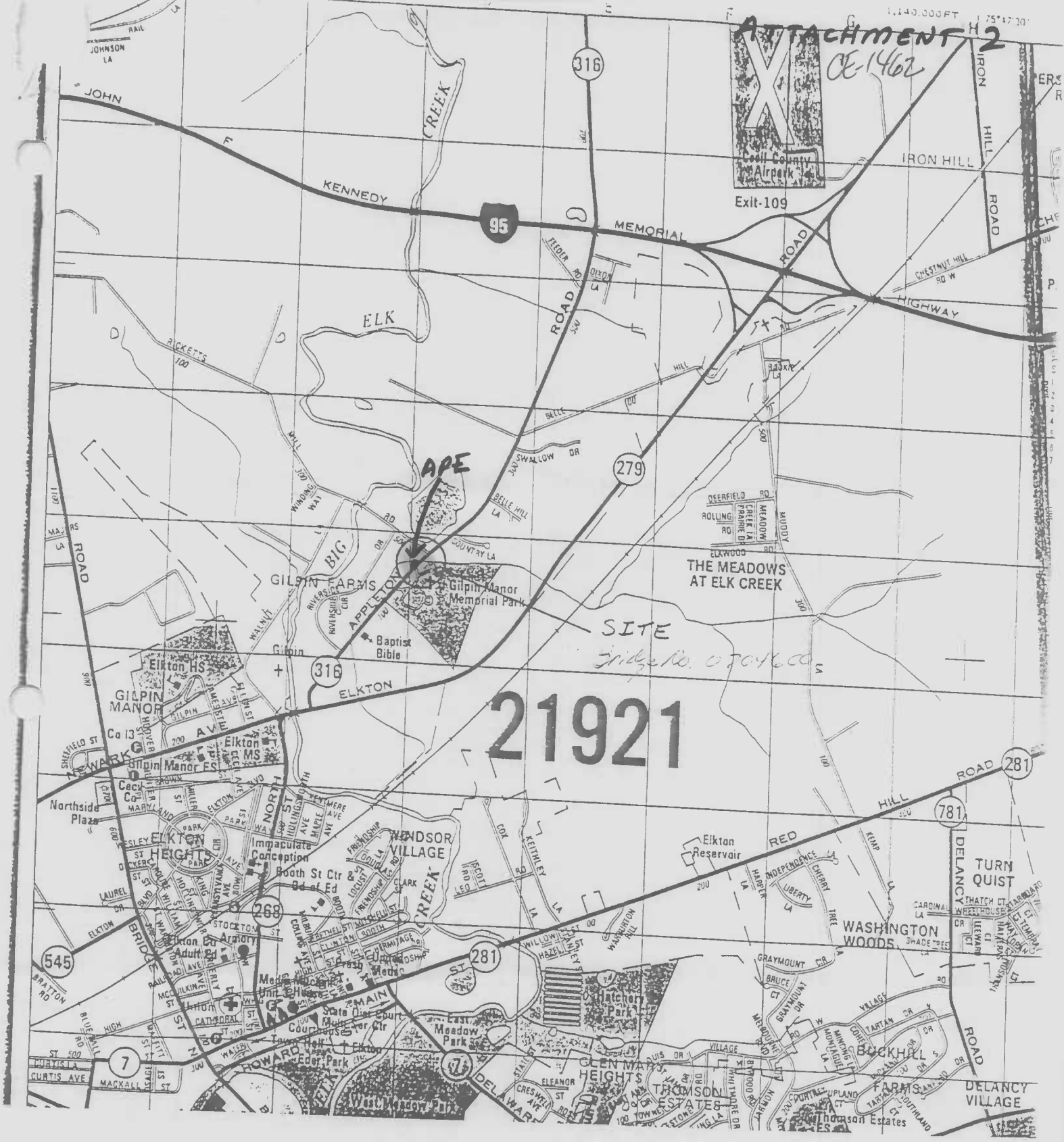
V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation/Bridge

Known Design Source:



Location Map

Bridge No. 0704600

MD 316 over Br. of Big Elk Creek